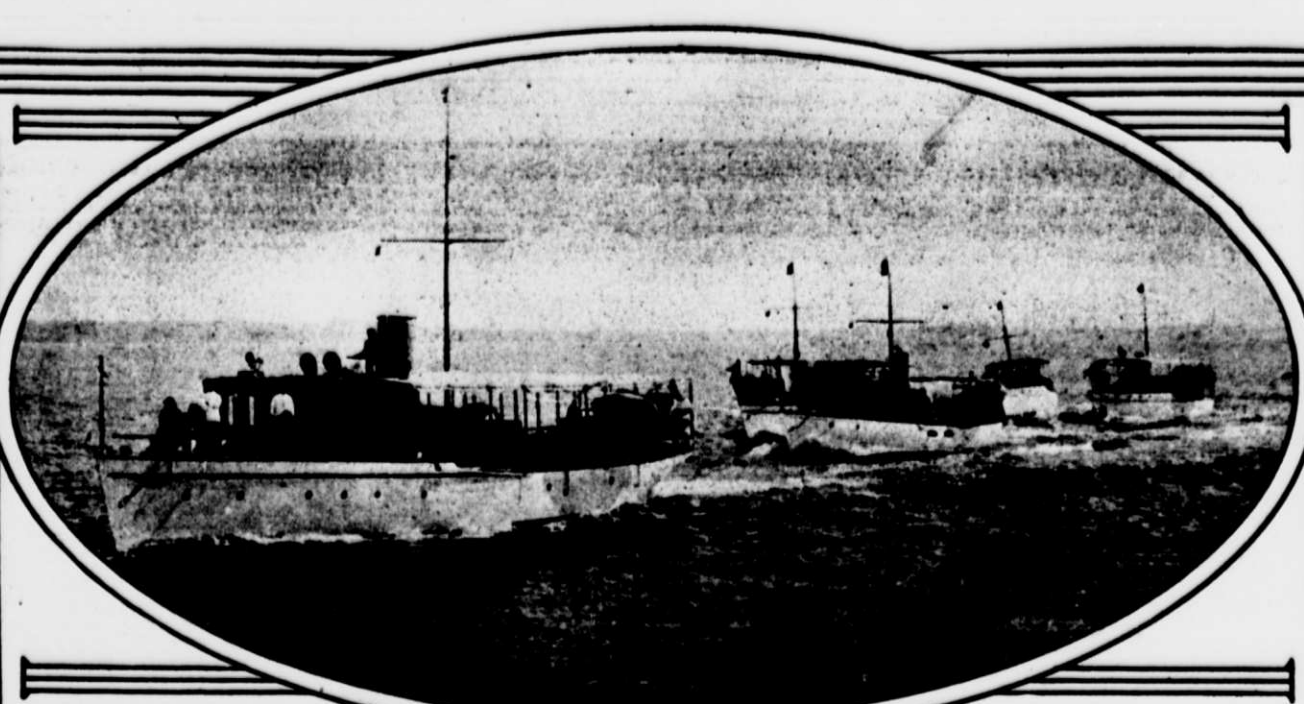




ARTHUR CURTISS JAMES BARK ALOHA



CRUISING MOTOR BOATS ON PARADE, H. F. LIPPETT'S 'MOQUET' LEADING



A STAMFORD SCHOONER

A \$5,000,000 YACHTING SEASON THIS SUMMER

Estimated Cost of Maintaining Thousands of Pleasure Craft That Will Be in Commission

YACHTSMEN are looking forward to one of the most interesting seasons ever had in American waters. Last year the season came to an abrupt end because of the war, and the America's cup race which had been arranged was called off for a time, after the cup defenders had sailed several trial races and the Shamrock IV, the challenger, had reached here to fit out for the international contest.

There is no likelihood of the race being sailed this season, but two of the cup yachts, the Resolute and the Vanitie, are fitting out and will continue their trials. These trials last year were unsatisfactory because the wind and weather during the racing season were not favorable to good racing, so this year promises to be much more interesting than last.

The war has in a measure stimulated yachting. There will be no big exodus to Europe. Thousands of Americans staying at home must find something to do during the summer, and yachting has naturally attracted a great many. Brokers report that there has been a big demand for yachts of all sorts and sizes, and those who own vessels have not been disposed to sell or to charter because they intend to use their yachts themselves.

Yachting is one of the most popular and biggest of summer sports in this

country. According to records there are listed 561 clubs that are devoted exclusively to yachting or motor boating. In addition to these there are several hundred small organizations at the many summer resorts which are not big enough to be reckoned among the leaders. These big clubs range in size from the New York Yacht Club, with its 2,500 members, down to small clubs scattered along the coast that boast of about 100 members. A fair average for the membership of each club would be 200, which would make the total number of yachtsmen in the enrolled clubs 112,200. There are many yachtsmen who belong to two or more clubs, so that it would be fair to say, after allowing for these, that there are more than 100,000 men in this country who take an active interest in the sport and many more who take a passive interest.

According to the official yacht register about 4,000 yachts are owned in this country and in Canada. These are yachts that are 20 feet or over water line length if sailing craft and 30 feet or over if motor craft. It would be impossible to make a register of all the small craft, because they are to be found on every piece of water in the country that is deep enough to float a small boat.

According to a Government census made not long ago there are more than 200,000 motor craft in the United States. At least one-half of these boats are used for pleasure and the other half for trade. The pleasure craft unlisted consist of open launches and runabouts, of which thousands are turned out each season, and these cost from \$100 up.

There are building for this season's sport more than 100 vessels, ranging in size from 30 feet length to 230 feet. The length of the auxiliary schooner Sea Call, which is nearing completion at Lawley's for Alexander Smith Cochran and which will cost nearly \$1,000,000. This is an extravagant price to pay for such a vessel, but Mr. Cochran has spared no expense in the construction of his yacht, and very costly metals and materials have been used to build her. The underbody and the deckhouses are of Monel metal, a costly alloy which does not corrode or tarnish when exposed to the salt water or air. This metal looks like nickel and it will always be bright. The lower masts are of nickel steel. The other spars are of wood and are hollow.

It has been estimated that this year, unless some big calamity such as a new war or panic upsets all plans, at least 75 per cent. of the yachts will be in commission. These are fitting out now at the many yacht basins where they have been laid up. Each day during the month of June some vessels will go in commission, and by July the big fleet will be steaming or sailing along the coast and on the

inland waters and every harbor will be filled with pleasure craft. There are owned by American yachtsmen twenty-seven yachts that are 200 feet and over in length. The largest is the Lysistrata, owned by James Gordon Bennett. The vessel is 313 feet long and cost about \$700,000 to build. Next in length comes the Corsair, owned by J. P. Morgan. This yacht is 304 feet long. Col. Oliver H. Payne's Aphrodite is 302 feet long and George J. Gould's Atalanta is 300 feet in length.

George J. Whelan's Cassandra is 287 feet long. The Wayfarer, which has been owned in the Vanderbilt family and now belongs to the Alfred G. Vanderbilt estate, is 282 feet long. Next in size come Frederick G. Bourne's Alberta, 278 feet; C. K. G. Billings's Vanadis, 277 feet; George W. Childs Drexel's Alcedo, 275 feet; Howard Gould's Niagara, 272 feet, and Cornelius Vanderbilt's North Star, 256 feet. Others in this class are the Diana, 253 feet, owned by C. L. Lyard Blair; Josephine, 257 feet, owned by P. A. B. Widener; Wacouta, 240 feet; Wakiva, 239 feet; May, 225 feet; Glencairn, 268 feet; Cyprus, 231 feet; Aloha, 214 feet; Agawa, 215 feet; Waturus, 210 feet; Yacona, 211 feet; Narada, 224 feet, and Safa-El-Bahr, 221 feet.

Some of these yachts are finished in a most costly way and their owners have spent thousands of dollars on their interior fittings and decorations. An average price for vessels over 200 feet in length might be put at \$1,500 a foot. Boats such as these cost from \$75,000 to \$100,000 a year to keep in commission, and this cost largely depends on the amount of entertaining done by the owner. They carry crews of from forty to sixty men on each and these men are paid an average of \$60 a month, and in addition have to be fed and supplied with uniforms.

A steam yacht 200 feet in length will cost new \$160,000 and second hand from \$70,000 to \$110,000. The yearly cost to own and run a steam yacht for four months will be \$31,000; the cost to charter and run one will be a little less. The cost to fit out for commission, to run for four months and to lay up at the end of the season will be \$22,000. The marine, fire and liability insurance will cost \$1,250. It will cost \$6,000 a month to charter a vessel of this class. This includes the crew's wages and insurance, which is paid by the owner.

A 200 foot steamer will have a crew of twenty-five men. The captain will

receive \$200 a month, the mate \$100, the second mate \$80, two quarter-masters \$80, launchman \$35, six sailors \$180, chief engineer \$150, assistant engineer \$100, oiler \$60, three firemen \$120, steward \$90, second steward \$60, dining room steward \$60, chef \$90, officers' messman \$40, crew's messman \$35. This will total \$1,540 a month. The monthly cost for the owner's food, exclusive of wines and cigars, will be \$3,340, food for the crew \$600, fuel \$800 and supplies \$400, making a total of \$6,680 a month.

A steam yacht of 175 feet which will accommodate a party of eight to ten will cost \$120,000 new, or between \$50,000 and \$90,000 second hand, and the yearly cost to run for four months and storage will amount to \$25,150. There will be a crew of twenty-one men on board.

A steam yacht of 150 feet in length will cost \$87,000 new, or \$30,000 to \$50,000 second hand, and the yearly cost on the same length of commission will be \$18,000. It will have a crew of sixteen men. A steam yacht of 130 feet length will cost \$60,000 new and from a quarter to a half of that second hand. It will accommodate a party of four or five, have a crew of thirteen and cost \$13,900 a year to own and run.

There are several large auxiliaries now in the American fleet. Many owners are fond of sailing, but do not care to court the uncertainty of the wind and be becalmed for many hours and sometimes days. Consequently they have engines installed, which they use in calm weather and to work their ways through tortuous channels and into harbors.

The Aloha, owned by former Commodore Arthur Curtiss James, is the largest of this kind of vessel. It is rigged as a bark and under sail in a strong breeze is a very fast sailer. It is the most picturesque yacht in the pleasure fleet and cost a fortune to build and to maintain.

The Sea Call of Alexander Smith Cochran is the latest of this class and the big schooner Katoura, owned by Robert E. Tod, is another attractive auxiliary. These yachts are all 200 feet or over in length and are very costly to maintain. An auxiliary schooner 175 feet in length will cost \$130,000 new and from \$60,000 to \$90,000 second hand. It will accommodate a party of eight to ten and have a crew of twenty-eight men. The annual cost of maintaining such a vessel in commission for four months will be about \$28,000.

The motor yacht is not nearly so costly and it has in a measure revolutionized yachting. A motor yacht for its size has about 30 per cent. more accommodations than a steamer of the same size. This is because the engine takes less space, there are no large bunkers for the coal and no boilers. The fuel tanks can be stowed away easily and a motor yacht requires a smaller crew to handle. The motor yacht is growing in popularity because the motors are always ready to start. There are no fires to make the vessel uncomfortably warm, no fire to bank at the end of a day's run and no dirt from coal dust or smoke. A motor yacht of 120 feet will accommodate a party of six

Some of the Expense Bills to Be Paid by Followers of the Sport—Important Racing Events

or eight very comfortably. It will have a crew of eight men. The cost to build is \$60,000 and it will cost \$12,000 a year to maintain. An 80 foot motor yacht will accommodate four in three staterooms and cost \$23,000 to build and about \$6,000 a year to maintain with four months in commission.

Figuring on the basis of the cost of maintaining vessels of different sizes it has been estimated that this coming summer's yachting bill will be somewhere about \$5,000,000. There will be at least a thousand small craft, including sailing vessels on which their owners will spend perhaps \$100 each. There will be 500 more vessels that will cost \$250 each and from that point the cost will steadily grow, while the number of vessels will decrease until the big yachts are reached that will cost from \$50,000 to \$100,000 each to maintain and run.

The yachting season begins on Decoration Day. The enthusiastic lover of the water has his vessel in commission before that date and he will keep the yacht going until October, but usually the 1st of June marks the coming out of the larger craft. The racing season opens on Decoration Day and lasts until the middle of September. There are always races on Saturdays, and in the larger clubs on other days each week.

The most attractive racing this year

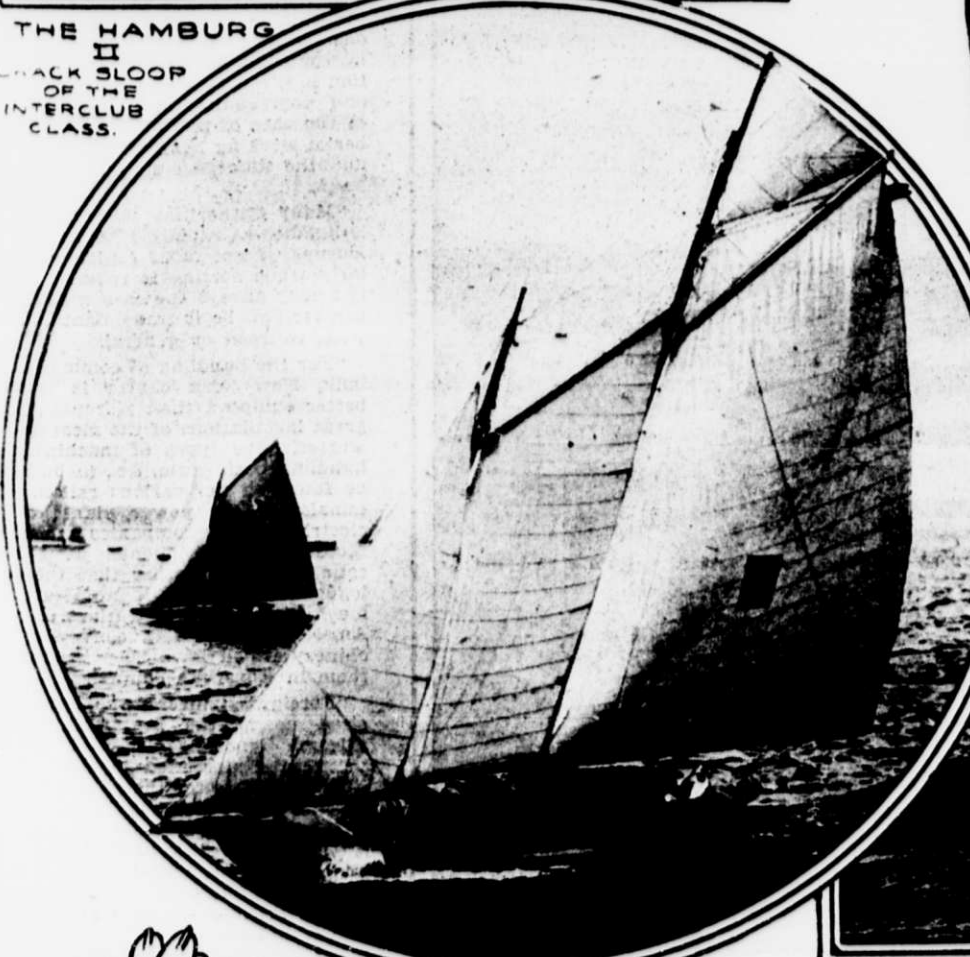
will be between the cup yachts Resolute and Vanitie. Next to these in interest will be the contests in a class of sloops owned by members of the New York Yacht Club which measure 50 feet on the water line. These sloops are of one design, that is, they are built from the same lines and are identical in every detail. There are five in the class and seven of them are now fitting out for racing and will be ready early in June. Among the owners of these are J. P. Morgan, George F. Baker, Jr., Ralph N. Ellis, William Earl Dodge, J. M. Macdonough and Harry Payne Whitney.

There are several smaller one design classes, among them being the 30 footers; the interclub class, a small 20 foot sloop; the birds, stars and other craft well matched and always skillfully handled.

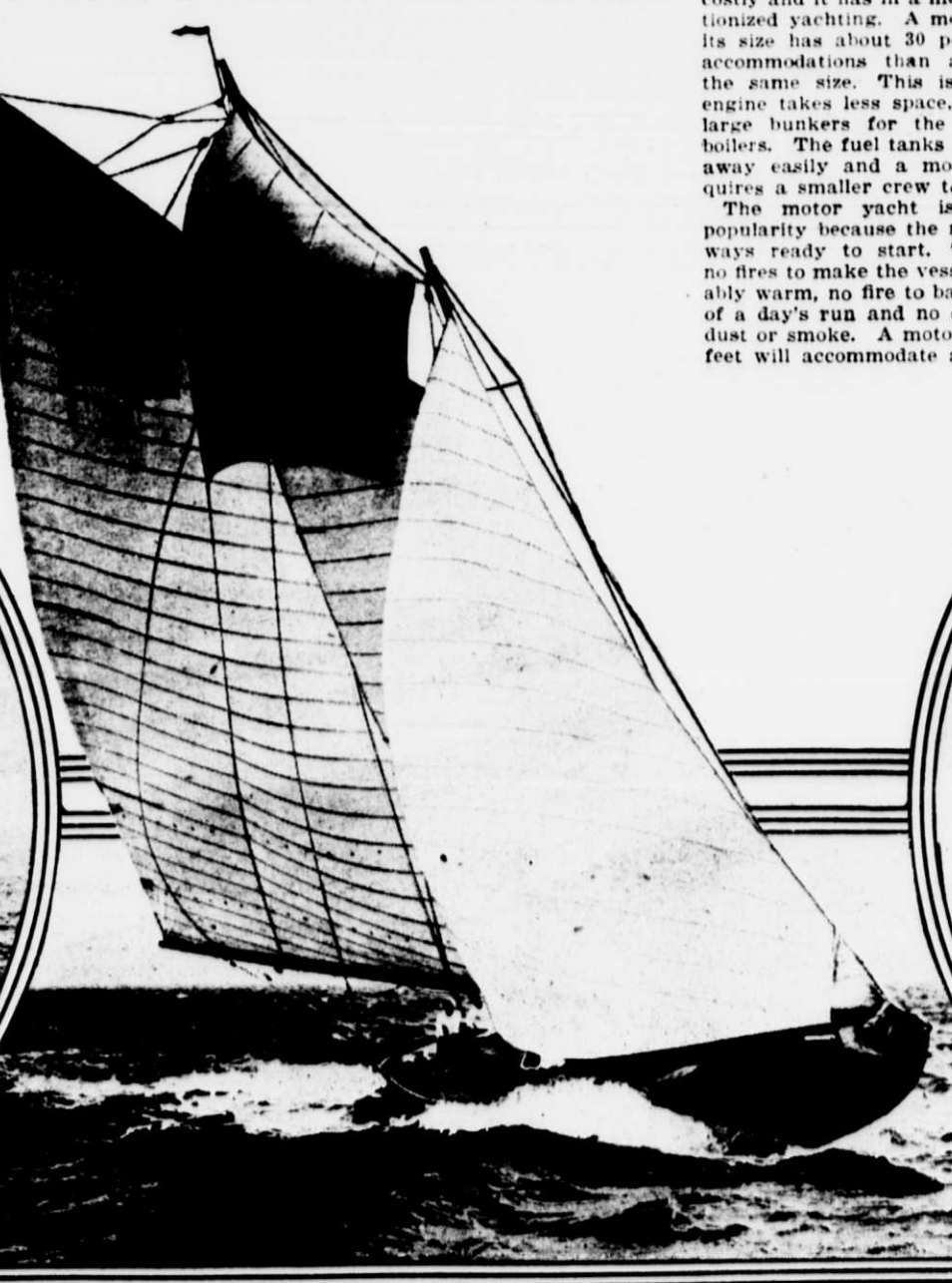
In the larger classes there will be several schooners. The largest is the Elena, which is owned by Morton F. Plant and is now fitting out. Another large schooner in this class is the Enchantress, owned by William E. Iselin, and a third is the Queen, owned by E. Walter Clark, and which is to be used by the managers of the Resolute. Motor boat men will also be busy. The centre of this sport this year will be Manhasset Bay, where the Gold Challenge cup is to be raced for next July. On that occasion it is expected there will be at least a dozen starters.



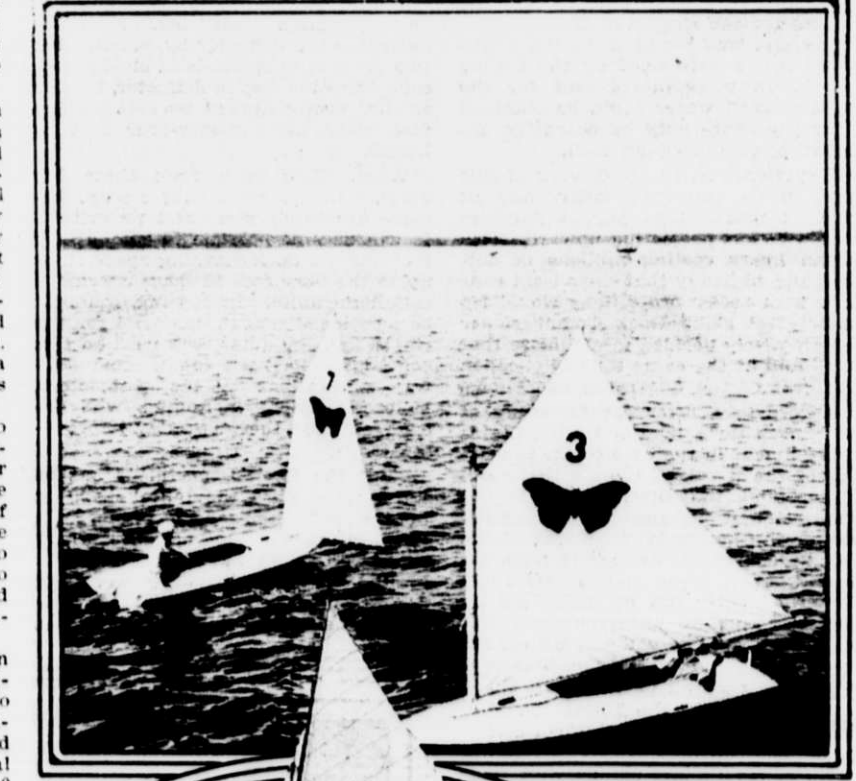
THE HAMBURG II
LACK SLOOP
OF THE
INTERCLUB
CLASS.



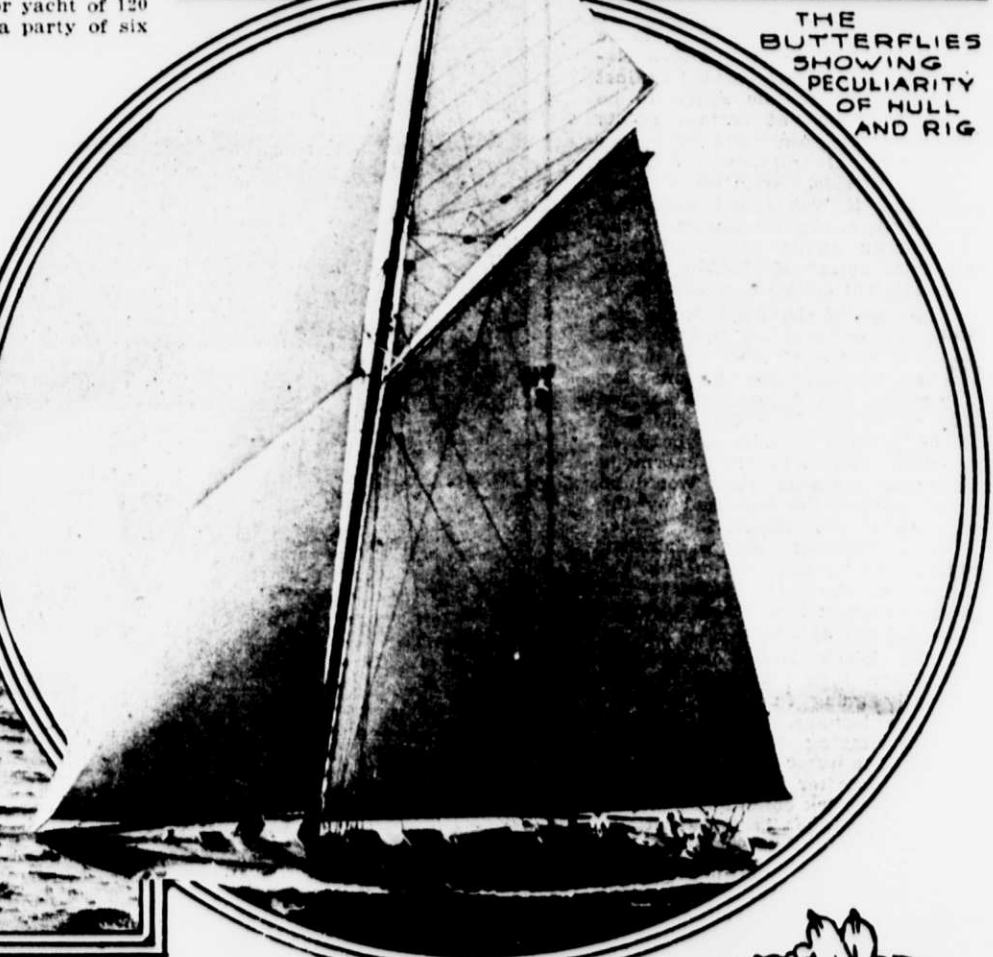
CLARKSON COWELL'S SCHOONER MOIRA



ELEMAN, A STAMFORD SCHOONER OWNED BY E. CORNING.



THE BUTTERFLIES
SHOWING
PECULIARITY
OF HULL
AND RIG



RALPH N. ELLIS' IROQUOIS II